

1/25/71 2041

319476 DEED

CORPORATION QUITCLAIM DEED

UIC LAW DEPARTMENT  
DOCUMENT NO. 0203

RAILROAD PROPERTY DEPARTMENT  
DEED NO. 14846

THIS INDENTURE, made this 31st day of March, 1971, between GREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, a corporation duly organized and existing under the laws of the State of Oregon, Grantor, and UNION PACIFIC RAILROAD COMPANY, a Utah corporation, 1416 Dodge Street, Omaha, Nebraska 68179, Grantee.

WITNESSETH: That the Grantor, having full power to execute conveyance of the hereinafter described minerals and mineral rights, by its corporate officer as designated, without consideration, does by these presents grant, remise, release, convey and forever QUITCLAIM unto the Grantee, all the Grantor's right, title and interest in and to all minerals and all mineral rights of every kind and character now known to exist or hereafter discovered, in and underlying the real property situated in the County of Shoshone, State of Idaho, described in Exhibit "A" attached hereto and by this reference incorporated herein, including, without limiting the generality of the foregoing, oil, and gas and rights thereto, together with the sole, exclusive and perpetual right to explore for, remove and dispose of said minerals by any means or methods suitable to the Grantee, its successors and assigns, but without entering upon or using the surface of said lands, and in such manner as not to damage the surface of said lands or to interfere with the use thereof by the Grantor, its successors and assigns.

EXCEPTING THEREFROM all minerals and all mineral rights in those portions of the property described in Exhibit "A" that were acquired by Grantor from Burlington Northern, Inc., which said minerals and mineral rights were reserved by said Burlington Northern, Inc.

319470

TO HAVE AND TO HOLD, all and singular the said minerals and mineral rights, unto the Grantee, its successors and assigns forever.

OREGON-WASHINGTON RAILROAD &  
NAVIGATION COMPANY

Attest: ) (Seal)

A. D. [Signature]  
Assistant Secretary

By

J. R. Davis  
Vice President-Operation

STATE OF NEBRASKA )  
County of Douglas ) ss.

On this 12<sup>th</sup> day of October,  
1915, before me personally appeared J. R. Davis, to me known to  
be Vice President of OREGON-WASHINGTON RAILROAD &  
NAVIGATION COMPANY, the corporation that executed the  
within and foregoing instrument, and acknowledged said  
instrument to be the free and voluntary act and deed of  
said corporation for the uses and purposes therein  
mentioned, and on oath stated that he was authorized to  
execute said instrument and that the seal affixed is  
the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand  
and affixed my official seal the day and year first  
above written.

A. A. Holdorf  
Notary Public for the State of  
Nebraska

My Commission Expires:

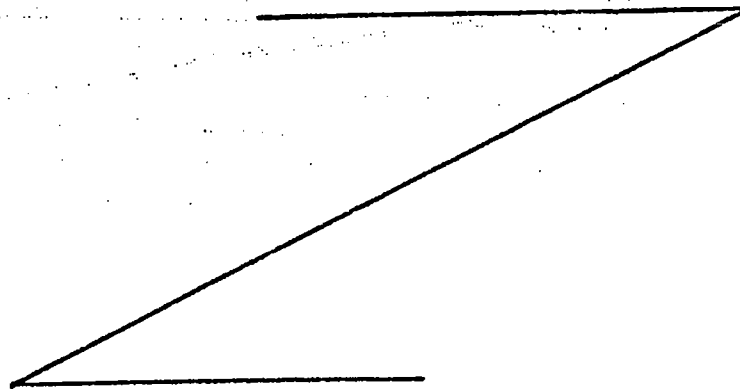


# EXHIBIT A 319476

## CORPORATION QUITCLAIM DEED

Project No. I-90-1(47)61  
Parcel No. 68  
Key No. 41

EXHIBIT A



A parcel of land being on both sides of the centerline of Interstate 90 Project I-90-1(47)61 Highway Survey as shown on the plans thereof now on file in the office of the Idaho Transportation Department, Division of Highways and being a portion of the S $\frac{1}{4}$ NW $\frac{1}{4}$ , the NE $\frac{1}{4}$ SW $\frac{1}{4}$  and the W $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 27, Township 48 North, Range 4 East, Boise Meridian, described as follows, to-wit:

Commencing at the Southeast corner of Section 27, Township 48 North, Range 4 East, Boise Meridian;

thence North 49°24'50" West - 5308.52 feet to a point in the centerline of said Interstate 90, Project No. I-90-1(47)61 Highway Survey coincident with Station 2007+88.08 of said Highway Survey;

thence North 44°38'58" East - 43.0 feet to a point in the Southwesterly right of way line of the existing Union Pacific Railroad and being the REAL POINT OF BEGINNING;

thence Southeasterly along said existing Southwesterly railroad right of way line 1147.0 feet, more or less, to a point in the East-West centerline of said Section 27;

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thence South 89°30'34" West (shown of record to be South 89°29'45" West) along said East-West centerline 10.05 feet to the Northeast corner of the tract of land as described in that certain Quitclaim Deed between the Oregon-Washington Railroad and Navigation Company, an Oregon Corporation, and its lessee, Union Pacific Railroad Company, a Utah Corporation, Grantors and the State of Idaho, acting by and through the Idaho Transportation Board, Grantee, dated July 23, 1976, recorded January 24, 1977 as Instrument No. 266089 records of Shoshone County, Idaho;

thence along the Northeasterly line of said tract of land as follows:

South 46°19'40" East - 243.40 feet (shown of record to be South 46°20'27" East - 243.41 feet) to a point that bears South 44°38'58" West 18.19 feet from Station 2021+59.44 of said Highway Survey, South 37°58'58" East 201.03 feet (shown of record to be South 37°59'57" East 201.02 feet) to a point that bears South 44°38'58" West - 43.96 feet from Station 2023+58.80 of said Highway Survey, South 43°06'35" East - 540.45 feet (shown of record to be South 43°07'28" East - 540.45 feet) to a point that bears South 44°38'58" West - 65.09 feet from Station 2028+98.84 of said Highway Survey, South 34°10'28" East (shown of record to be South 34°11'21" East) 137.19 feet to a point that bears South 44°38'58" West - 91.68 feet from Station 2030+33.42 of said Highway Survey, South 48°28'16" East (shown of record to be South 48°29'09" East) 191.57 feet and South 51°16'00" East (shown of record to be South 51°16'53" East) 536.40 feet to a point in the South line of the tract of land as described in the above mentioned Quitclaim Deed that bears South 44°38'58" West - 25.97 feet from Station 2037+58.25 of said Highway Survey, said South line is also the North line of the third parcel of land described in that certain Warranty Deed between Burlington Northern, Inc., a Delaware Corporation as Grantor and the State of Idaho as Grantee dated July 23, 1973, recorded June 6, 1974 as Instrument No. 251486 records of Shoshone County, Idaho;

thence South 84°23'33" East (shown of record to be South 84°24'27" East) along the North line of the last above mentioned parcel of land 16.22 feet to the Northeast corner of said parcel of land;

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thence South  $46^{\circ}19'34''$  East (shown of record to be South  $46^{\circ}20'27''$  East) along the Northeasterly line of said parcel of land 530.36 feet to a point that bears South  $39^{\circ}17'07''$  West 14.26 feet from Station 2043+00 of said Highway Survey;

thence North  $39^{\circ}17'07''$  East - 83.24 feet to a point that bears North  $39^{\circ}17'07''$  East - 68.98 feet from Station 2043+00 of said Highway Survey;

thence North  $25^{\circ}14'55''$  West - 217.53 feet to a point that bears North  $44^{\circ}26'47''$  East 150.84 feet from Station 2040+89.67 of said Highway Survey;

thence North  $40^{\circ}02'14''$  West - 692.05 feet to a point that bears North  $44^{\circ}38'58''$  East from Station 2034+00 of said Highway Survey;

thence North  $43^{\circ}20'28''$  West 570.35 feet to a point that bears North  $44^{\circ}38'58''$  East - 235.0 feet from Station 2028+30 of said Highway Survey;

thence North  $53^{\circ}01'02''$  West - 787.04 feet to a point that bears North  $44^{\circ}38'58''$  East - 130.0 feet from Station 2020+50 of said Highway Survey;

thence South  $44^{\circ}38'58''$  West - 60.0 feet to a point in a line parallel with and 70.0 feet Northeasterly from the centerline of said Highway Survey;

thence North  $45^{\circ}21'02''$  West along said last parallel line 750.0 feet to a point opposite Station 2013+00 of said Highway Survey;

thence North  $48^{\circ}22'11''$  West - 512.63 feet to the REAL POINT OF BEGINNING.

Highway Station Reference: 2007+88.08 to 2043+00

The area above described contains approximately 13.46 acres.

AND ALSO:

A parcel of land being on both sides of the centerline of said Interstate 90, Project No. I-90-1(47)61 Highway Survey and being a portion of the  $N\frac{1}{4}NW\frac{1}{4}$  of Section 35, the  $SW\frac{1}{4}SE\frac{1}{4}$  and the  $SE\frac{1}{4}SW\frac{1}{4}$  of Section 26, Township 48

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North, Range 4 East, Boise Meridian, described as follows, to-wit:

Commencing at the Northwest corner of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 35, Township 48 North, Range 4 East, Boise Meridian;

thence South 89°24'22" East along the North line of said Section 35 a distance of 893.0 feet, more or less, to a point in the Southerly right of way line of the existing Union Pacific Railroad that bears South 6°54'36" West - 40.44 feet from Station 2085+46 of said Interstate 90, Project No. I-90-1(47)61 Highway Survey and being the REAL POINT OF BEGINNING;

thence Southwesterly along said existing Southerly railroad right of way line 1036.0 feet, more or less, to a point that bears South 16°06'51" East - 39.0 feet from Station 2075+00 of said Highway Survey;

thence North 21°18'54" East - 159.44 feet to a point that bears North 18°53'51" West - 86.0 feet from Station 2076+00 of said Highway Survey;

thence North 63°50'28" East - 266.0 feet to a point in the Northwesterly line of Block 1, Nugent Addition according to the official plat thereof now on file and of record in the office of the County Recorder of Shoshone County, Idaho.

thence Southwesterly along said Northwesterly Block line 35.0 feet, more or less, to the most Westerly corner of said Block 1;

thence Northeasterly along the Southeasterly line of said Block 1 and the Southeasterly line of Tract A of said Nugent Addition 500.0 feet, more or less, to the most Easterly corner of said Tract A;

thence Northwesterly along the Northeasterly line of said Tract A a distance of 26.0 feet, more or less, to a point in a line parallel with and 20.0 feet Southerly from the centerline of the proposed Union Pacific Railroad Relocation Survey as shown on the plans of said Interstate 90 Highway Survey, said point also bears North 15°19'08" West - 91.0 feet from Station 2083+37.75 of said Interstate 90 Highway Survey;

thence along said parallel line as follows:

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Easterly along a 1890.08 foot radius curve right 75.0 feet, more or less, to a point opposite Station 3720+52.36 of said Railroad Relocation Survey, Easterly along a 90.0 foot Spiral Curve right having a central angle of 1°21'00" a distance of 89.53 feet to a point opposite Station 3721+42.36 of said Railroad Relocation Survey, North 81°15'39" East - 339.51 feet to a point opposite Station 3724+81.87 of said Railroad Relocation Survey, Easterly along a 105.0 foot Spiral Curve left having a central angle of 2°06'00" a distance of 105.73 feet to a point opposite Station 3725+86.87 of said Railroad Relocation Survey, Easterly along a 1452.69 foot radius curve left 532.90 feet, to a point opposite Station 3731+12.43 of said Railroad Relocation Survey, Easterly along a 105.0 foot Spiral Curve left, having a central angle of 2°06'00" a distance of 105.73 feet to a point opposite Station 3732+17.43 of said Railroad Relocation Survey, North 56°17'37" East - 21.35 feet to a point opposite Station 3732+38.78 of said Railroad Relocation Survey. Said point also bears North 27°51'12" West - 74.92 feet from Station 2096+19.54 of said Interstate 90 Highway Survey;

thence South 27°51'12" East leaving said parallel line 80.41 feet to a point in the Southeasterly right of way line of the existing Union Pacific Railroad.

thence Southwesterly approximately 604.0 feet, Northwesterly approximately 93.0 feet and Southwesterly approximately 685.0 feet along said existing Southeasterly railroad right of way line to a point in the North line of said Section 35;

thence South 89°24'22" East, along said North line which is also the existing railroad right of way line 219.60 feet to the REAL POINT OF BEGINNING.

Highway Station Reference: 2075+00 to 2096+19.54.

The area above described contains approximately 4.17 acres, 1.67 acres of which is a portion of the Permanent Easement in the Agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company and the State of Idaho, Dated March 25, 1939, Contract Department No. 23964, a portion of the Permanent Easement granted to the State of Idaho by the Northern Pacific Railway Company, a Wisconsin

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Corporation dated December 8, 1960 recorded December 23, 1960 in Book 102 at pages 530 through 534 as Instrument No. 182719 and a portion of the Permanent Easement granted to the State of Idaho by the Northern Pacific Railway Company, a Wisconsin Corporation dated July 6, 1938, recorded July 17, 1938 in Book 70 of Deeds at page 631 as Instrument No. 110497, all recorded in Shoshone County, Idaho.

AND ALSO:

A parcel of land being on the Northerly side of the centerline of said Interstate 90, Project No. I-90-1(47)61 Highway Survey and being a portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  and the SW $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 26, Township 48 North, Range 4 East, Boise Meridian, described as follows, to-wit:

Commencing at the Southwest corner of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 26, Township 48 North, Range 4 East, Boise Meridian;

thence South 89°24'22" East along the South line of said Section 26 a distance of 485.0 feet, more or less, to a point in the Southeasterly line of Block 1 of Nugent Addition according to the official plat thereof now on file and of record in the office of the County Recorder of Shoshone County, Idaho;

thence Northeasterly along the Southeasterly line of said Block 1 and the Southeasterly line of Tract A of said Nugent Addition 190.0 feet, more or less, to the most Easterly corner of said Tract A;

thence Northerly along the Easterly line of said Nugent Addition 65.0 feet, more or less, to a point in a line parallel with and 20.0 feet Northerly from the centerline of the proposed Union Pacific Railroad Relocation Survey as shown on the plans of said Interstate 90, Project No. I-90-1(47)61 Highway Survey said point also bears North 15°19'44" West - 131.0 feet from Station 2083+37.75 of said Interstate 90 Highway Survey and being the REAL POINT OF BEGINNING;

thence along said parallel line as follows:

Easterly along a 1930.08 foot radius curve right 77.0 feet, more or less, to a point opposite Station 3720+52.36 of said Railroad Relocation Survey, Easterly



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along a 90.0 foot Spiral Curve right having a central angle of  $1021^{\circ}00''$  a distance of 90.47 feet to a point opposite Station 3721+42.36 of said Railroad Relocation Survey, North  $81^{\circ}15'39''$  East - 339.51 feet to a point opposite Station 3724+81.87 of said Railroad Relocation Survey, Easterly along a 105.0 foot Spiral Curve left having a central angle of  $2^{\circ}06'00''$  a distance of 104.27 feet to a point opposite Station 3725+86.87 of said Railroad Relocation Survey, Northeasterly along a 1412.69 foot radius curve left 518.22 feet to a point opposite Station 3731+12.43 of said Railroad Relocation Survey, Northeasterly along a 105.0 foot Spiral Curve left having a central angle of  $2^{\circ}06'00''$  a distance of 104.27 feet to a point opposite Station 3732+17.43 of said Railroad Relocation Survey, North  $56^{\circ}17'37''$  East - 25.63 feet, to a point that bears North  $27^{\circ}51'12''$  West - 115.15 feet from Station 2096+19.54 of said Interstate 90 Highway Survey and is opposite Station 3732+43.06 of said Railroad Relocation Survey;

thence North  $27^{\circ}51'12''$  West leaving said parallel line 80.0 feet to a point in the Northwestern right of way line of the existing Union Pacific Railroad that bears North  $27^{\circ}51'12''$  West - 195.61 feet from Station 2096+19.54 of said Highway Survey.

thence Southwesterly along said existing Northwestern railroad right of way line 885.0 feet, more or less, to a point in the Northwestern line of the irregular parcel of land as described in that certain Warranty Deed dated March 10, 1960, recorded March 30, 1960 in Book 99 at pages 488 and 489 as Instrument No. 180449 records of Shoshone County, Idaho that bears North  $70^{\circ}09'44''$  West - 160.0 feet from Station 2085+73 of said Highway Survey;

thence South  $80^{\circ}43'41''$  West - 294.52 feet to a point in the Southwesterly right of way line of the existing Easterly 40.0 foot Wye of the Union Pacific Railroad extending up Canyon Creek that bears North  $16^{\circ}38'20''$  West - 172.0 feet from Station 2083+05 of said Highway Survey;

thence Southeasterly along said existing Southwesterly railroad right of way line 45.0 feet, more or less, to a point in the Easterly line of said Nugent Addition that bears North  $15^{\circ}23'56''$  West - 140.0 feet from Station 2083+36 of said Highway Survey;

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thence Southerly along the Easterly line of said Nugent Addition 10.0 feet, more or less to the REAL POINT OF BEGINNING.

Highway Station Reference: 2083+05 to 2096+19.54

The area above described contains approximately 1.57 acres, 1.23 acres of which is a portion of the Permanent Easement granted to the State of Idaho by the Northern Pacific Railway Company, a Wisconsin Corporation dated December 8, 1960 recorded December 23, 1960 in Book 102 at pages 530 through 534 as Instrument No. 182719 records of Shoshone County, Idaho.

AND ALSO:

A parcel of land being on the Northerly side of the centerline of said Interstate 90, Project No. I-90-1(47)61 Highway Survey and being a portion of the Ore-Or-No-Go Mill Site Survey No. 659B lying situate in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 35 and the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 26, Township 48 North, Range 4 East, Boise Meridian, described as follows, to-wit:

Commencing at Corner No. 4 of said Ore-Or-No-Go Mill Site Survey No. 659B which is West approximately 795.0 feet and North approximately 357.0 feet from the South  $\frac{1}{4}$  corner of Section 26, Township 48 North, Range 4 East, Boise Meridian;

thence Southeasterly (shown of record to be South 16°07' East) along the Easterly line of said Ore-Or-No-Go Mill Site 65.0 feet, more or less, to a point in the Northeasterly right of way line of the existing Union Pacific Railroad that bears North 15°23'56" West - 310.0 feet from Station 2083+36 of said Interstate 90, Project No. I-90-1(47)61 Highway Survey and being the REAL POINT OF BEGINNING;

thence Southeasterly along said existing Northeasterly railroad right of way line 317.0 feet, more or less, to a point in the Northwesterly line of the irregular parcel of land as described in that certain Warranty Deed dated March 10, 1960, recorded March 30, 1960 in Book 99 at pages 488 and 489 as Instrument No. 180449 records of Shoshone County, Idaho that bears North 7°39'44" West - 160.0 feet from Station 2085+73 of said Highway Survey;

thence South 80°43'41" West - 294.52 feet to a point in

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the Southwesterly right of way line of the existing  
Easterly 40.0 foot Wye of the Union Pacific Railroad  
extending up Canyon Creek that bears North 16°38'20"  
West - 172.0 feet from Station 2083+05 of said Highway  
Survey;

thence Northwesterly along said existing Southwesterly  
railroad right of way line 279.0 feet, more or less, to  
a point in the Northerly line of said Ore-Or-No-Go Mill  
Site;

thence Northeasterly (shown of record to be North 79°28'  
East) along said Northerly line 46.0 feet, more or less,  
to a point in the Northeasterly right of way line of  
said existing 40.0 foot Wye;

thence Southeasterly along said existing Northeasterly  
right of way line 247.0 feet, more or less, to a point  
in the Easterly line of said Ore-Or-No-Go Mill Site;

thence Northwesterly (shown of record to be North 16°07'  
West) along said Easterly line 115.0 feet, more or less,  
to the REAL POINT OF BEGINNING.

Highway Station Reference: 2081+50 to 2085+73.

The area above described contains approximately 0.55  
acres.

RECORDED  
at the request of

Union Pacific System  
in

Deeds  
return to:

Union Pacific System  
ATTN: A. O. Meyer  
1416 Dodge St.  
Omaha, NE 68179

Fee \$ 22.00

319476

FILED

JUN 15 1965

RECORDED BY  
DANIEL LAMON DEPUTY

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